No. of schools on 30 June 1922—

Primary Schools	6,782
Middle Schools	595

Note.—It is not possible to furnish the information by districts as it is not readily available Information is accordingly furnished for the whole State.

(*b*) Primary Schools	6,363*
Incomplete Middle Schools ..	338
Middle Schools .. .	257

These figures are as they stood on 1st July 1927.

Note.—It is not possible to furnish the information by districts as not readily available. Information is accordingly furnished for the State.

(*c*) *Vide* Statement appended. (Appendix VI.)

(*d*) The number of schools sanctioned in 1927-28 is 27 but the information as to the number actually started or opened is not readily available. It has been called for. 54 schools on the grant-in-aid basis have been sanctioned in the Mysore District out of Cess Funds.

(*e*) Villages	16,568
Primary Schools	6,363

MR. C. SUBBA RAO (Chitaldrug Urban).—

Q.—45. Will the Government be pleased to state:—

(*a*) whether the running of buses on roads where there is no railway communication is not creating convenience to the public;

(*b*) what is the amount of road cess collected for each bus for one year from Chitaldrug to Tumkur as per G.O. No. P. 4595—28-27-6, dated 13th February 1928;

(*c*) whether it is not the object of Government to increase the railway receipts in introducing double the levy of road cess on buses thereby discouraging the bus traffic;

(*d*) whether double the rate of road cess is levied on buses running between Chitaldrug and Sira *via* Hiriyur on the Chitaldrug-Tumkur Road;

(*e*) whether it should not be considered that there is no competition for the running of buses between Chitaldrug and Sira *via* Hiriyur;

(*f*) whether the Government will create railway facilities if bus traffic is discontinued on account of the double levy of road cess;

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* Including 523 Adult Night Schools.

(*g*) whether the Government have not expressed their views that the extension of railway from Chitaldrug cannot be taken up until the construction of railway lines on hand in the State are completed;

(*h*) while ordering the levy of double the road cess whether the Government have considered the question of creating railway facilities from Chitaldrug and onwards;

(*i*) whether the Government will be pleased to abolish the double levy of road cess if they have not thought of creating railway facilities;

(*j*) whether the Government will be pleased to levy the single rate of road cess on buses running through all the roads having no railway communications;

(*k*) if the Government cannot reduce the double rate of road cess, whether the railway facilities will be created immediately.

SECRETARY TO GOVERNMENT, LAW DEPARTMENT,—

A.—45. (*a*) Perhaps so.

(*b*) *Vide* statement appended (Appendix VII).

(*c*) The object of Government in levying the double cess is to avoid unhealthy competition between buses and railways in cases where the former run in competition or short circuit the railway on which the State has already invested heavy sums.

(*d*) Yes.

(*e*) No. Double cess has been levied as the route short circuits the railway from Chitaldrug to Tumkur and Bangalore.

(*f*) Yes, if the traffic prospects of a line from Chitaldrug to Tumkur *via* Sira, which are now under investigation prove profitable.

(*g*) No.

(*h*) Levy of double cess has no bearing on future railway constructions.

(*i*) Does not arise in view of answer to Question (*h*).

(*j*) Only single rate of road cess is levied between places not connected by railway.

(*k*) Reference is invited to answer to (*j*).

MR. PATEL MALLADEVIAH (Harihar Rural).—

Q.—46. Will the Government be pleased to intimate:—

(*a*) the stage at which the question of converting the Harihar Sub-Taluk into a pukka taluk stands at present;